

FINANCIAL FACTS.

Vanderbilt Deals Occupy Attention on Wall Street.

UNIFICATIONS OF CONTROL

Of Great Railroad Systems May be one of the Surprises of the Year. The Automobile to be a Factor in Railroad Competition—Activity in Money Market in the Big Financial Centers of the World—Western Banks Full of Money.

Special Correspondence of Intelligencer. NEW YORK, July 15.—The attention of Wall street continues to be occupied with the Vanderbilt deals; the latest feature in which is the reported co-operation of the Pennsylvania company. This has excited the more surprise because the general supposition has been that the latter interest would effect a separate consolidation under its own control, including probably the Reading, and some of the other anthracite coal lands. This surprise puts all expectations at sea; and, while contributing to the underlying strength of the market, has yet a tendency to postpone operations until the direction and extent of these important movements are more fully and certainly known. What has been already accomplished or is in process of arrangement leaves little room for doubt that large schemes of railroad affiliation are in contemplation. Even if the whole extent of Mr. Vanderbilt's plans have already been revealed, yet it is hardly probable that his precedents will fail to be followed by railroad capitalists in other sections. It seems quite possible that these beginnings may run into a general reconstruction of relations between the leading lines in the several geographical sections. What new features and relations may be introduced into the working arrangements between the railroads it is impossible at present to indicate.

That large economies may be effected through unifications of control, there can be no doubt; and, after such long and costly competition among the divided interests, there is reason enough to expect a general willingness to consider whatever plans may conduce to cheapening management while placing competition under more effective control. There are not a few indications of a disposition to place the various kinds of transportation under joint control. It is contended—and apparently with sound reason—that the policy most conducive to economy and harmony is the one that would ally with the railroad interest ocean steam lines, lake steamers, river lines, and canal routes. It can only be a question of time when these now separate and competing agencies of transportation will be put under joint ownership and management. Naturally, however, such arrangements would, (at first at least), be likely to be introduced in connection with the larger trunk systems.

The smaller lines, the feeders of the trunk roads, would present a different problem, less easily controlled, and which, viewed in the distance, seems to suggest a less promising outcome. It remains to be seen how far that class of roads may be exposed to competition from automobile carriage. Sufficient has been already achieved by this new appliance to place it beyond question that the automobile is destined to become much more than a mere passenger vehicle. With further perfecting in some of its minor details, it can be made available for carrying freight in considerable bulk, upon well constructed high roads, with greater speed and at much less cost than by either horse power or railroad. It thus becomes a question of great interest, whether much of the short-haul business of the country is likely to be diverted from the minor railroads to this new means of transport. It is also a question under consideration among engineers whether it may not, in many cases, be found possible to combine the automobile system with the trolley system with advantage to both methods of transport. It does not seem likely that these changes would make much headway except in those parts of the country where railroads are scarce and rates of travel and transport are comparatively high. But those sections include a very important proportion of our agricultural area. It is therefore a question that must soon force itself upon public attention, as to how the new service as feeders to the trunk roads are likely to be affected by this new means of transportation. Wall street must watch closely these symptoms that indicate changes in the transportation system of the country are among the possibilities of the near future. The question as to whether the automobile will become an important competitor with the smaller railroads has, however, another side to it—namely, whether the new motor may not in some measure develop new industries in continuity to those lines by cheapening connection with them. At present these questions make little show on the surface; but they are occupying the earnest attention of engineers and far-seeing practical capitalists, as among the foremost transportation problems of the day; and investment interests must soon begin to recognize their practical importance.

The banks and trust companies of the western cities are full of money at the present time. As an evidence of this, Chicago has made a considerable number of time loans during the past week to Wall street houses on more favorable terms than obtainable from New York institutions, which is a most unusual thing. It simply represents an excess of money over the business needs of the western section of the country. High interest rates in New York at present will certainly continue to bring funds here and will also put a stop to further gold shipments to Europe. There is no disguising the fact that the new collection charges recently inaugurated by the bank clearing house association of this city has caused the closing of a large number of deposit accounts which heretofore have been kept here and which have been opened elsewhere so as to save collection charges. There has been, therefore, a considerable diversion of funds from this center for that reason. Besides this there have been a number of millions of actual money recently remitted to commercial purposes to our new possessions, especially Cuba and Porto Rico, and still more is likely to follow from time to time.

The present activity in money at the four great financial centers of the world—New York, London, Paris and Berlin—is not due to want of confidence and hoarding through distrust, but is due to great confidence all over the world in business interests and increased commercial undertakings, and thereby the greater uses for money. This has a significant meaning and tells of widespread prosperity in commercial circles.

HENRY CLEWS.

Wool.

Bradstreet's: The demand for wool continues good, while prices on fine grades are steadily hardening. The English market holds strong, advices

from the London auction sale noting the full advance sustained. Speculative buying in Boston continues, while manufacturers are purchasing to some extent. Sales in Boston for the week foot up 12,000,000 pounds, of which 10,500,000 pounds were domestic. Of the domestic wool sold about 8,000,000 pounds consisted of territory grades, including Texas, California and Arizona. These wools are now costing on the secured basis of 50¢ for good lots of fine medium and fine, with staple at 55¢. Fine washed fleeces are about 1¢ higher. Choice Ohio delaines are selling at 32¢, with XX and above Ohio at 30¢. The firmer tone is for the finer wools, as medium grades are not so much called for. The American Woolen Company has picked up about 3,000 bales Australian wools this week, practically clearing the market of these merino wools. Carpet wools are quiet but firm. London sale closes July 15.

INFORMATION WANTED

Of the Record of Capt. John McKinley, Revolutionary Soldier.

Special Dispatch to the Intelligencer. STEUBENVILLE, O., July 14.—Clerk of Courts Stokes has received the following letter from Mrs. S. G. Humphreys, of Fort Garrett, Woodford county, Ky.:

"I am looking for records of Captain John McKinley, a revolutionary soldier, who served in the Thirtieth Virginia regiment under Colonel Gibson. After the surrender of Cornwallis he joined the Crawford expedition, was taken a prisoner and killed at Sandusky in 1782. At that time and for seven or eight years before he, with his family, was living on his settlement, at the mouth of Wheeling creek. Several of his children were born there. He owned large tracts of land on the Ohio river, a tract at Boggs Island, another much larger at Middle Island creek, and he owned much of the land on which the city of Wheeling is built. His children being minors at his death knew nothing of his business, but it is only recently that his descendants have discovered his ownership of this land. The records at Wheeling have been examined, but they do not go back as far as the dates of John McKinley's settlement at the mouth of Wheeling creek. It has been suggested to me that all the early public records of that part of the country will be found in Steubenville. I write to ask you to inform me if there are any land records in your books belonging to the years 1772-1776 in regard to John McKinley."

There are no records prior to 1794, and none in the name of John McKinley.

Recent Charters Issued.

Special Dispatch to the Intelligencer. CHARLESTON, W. Va., July 16.—The following charters have been issued by the secretary of state: To the Mingo Glass Company, of Morgantown, with a capital stock of \$500. The incorporators are R. F. Thuner, F. B. Bennist, J. C. Pickenpaugh, F. Capler, and W. H. Bennist, all of Morgantown. The company will manufacture and sell all kinds of glassware within the states of Ohio, Pennsylvania and West Virginia.

The J. Kuhn, Torpedo Co., of Clarksburg, for the purpose of manufacturing and selling nitro-glycerine and other explosion, with principal office at Parkersburg. The subscribed capital stock is \$500, held by L. Dudley, J. R. Kuhn, G. L. Dudley, T. F. Barrett and J. B. Dudley, all of Parkersburg.

The Boy Who Didn't.

"Please, sir," said the office boy, "may I get off this afternoon?" "What's wrong?" asked the great financier, "is your grandmother dead?" Little Willie had been taught that honesty was always the best policy. He was a good boy. He never sneaked stamps from his employer and he never threw the pretty typewriter into his by whispering to her that he had just seen a mouse scot under her desk. Being a truthful boy, little Willie replied: "No, sir, I ain't got no grandmother; but the club that's in first place is going to play here to-day, and I'd like to see the game."

The old gentleman stared at him helplessly for a moment, and then drew from his pocket \$3, which he handed to the boy. Ah, reader, you have already guessed that the great man felt in duty bound to encourage such frankness—but wait. "Here," said Henry Hardrocks, "here's your week's wages. Don't come back any more. A boy that can't get up even a poor excuse on such an occasion as the present one would never amount to anything in this business."

Thus do we learn that in being its own reward virtue continues to have few competitors.—Chicago Times-Herald.

PERSONS troubled with diarrhoea will be interested in the experience of Mr. W. M. Bush, clerk of Hotel Dorrance, Providence, R. I. He says: "For several years I have been almost a constant sufferer from diarrhoea, the frequent attacks completely prostrating me and rendering me unfit for my duty as a traveling salesman kindly gave me a small bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Much to my surprise and delight its effects were immediate. Whenever I felt symptoms of the disease I would fortify myself against the attack with a few doses of this valuable remedy. The results have been very satisfactory and almost complete relief from the affliction." For sale by druggists.

Builders Exchange Excursion to Put-In-Bay, Saturday, July 22, via Wheeling & Lake Erie to Toledo, thence by Detroit & Cleveland Line steamers. Only \$5 round trip, good fifteen days. Ticket includes side trip to Casino at Toledo and admittance for my day's fare. Train leaves Wheeling at 11:15 a. m. every time. Most enjoyable trip ever given for the money. 'Phone 324 for information.

FINANCE AND TRADE.

NEW YORK, July 15.—To-day's short market was so narrow and so nearly stagnant that movements of prices were of little significance. There was a perceptible tone of firmness, however, which was emphasized after the appearance of the bank statement by the hasty covering of some small bear contracts in the grangers which had been put out just previous to the appearance of the statement. Probably the greater over to the closing out of short contracts by the bears. This contingent has been particularly active in Brooklyn Transit during the past week, on the persistent talk of a pending strike.

Their buying to cover to-day made that stock the most active on the list and moved it up 2 points from the opening decline. Sugar was largely bought and rose at one time 1½ per cent over last night. People's Gas rose sharply from yesterday's price. Oregon Navigation preferred advanced 1½ per cent on the discharge of all voting stock and the implied guarantee of preferred dividends to the

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amount of 10 per cent in yearly installment. Cotton oil rose over a point. Manhattan and the Southern railways were also inclined to strength.

The bank statement was up to expectation in the item of loan contractions and the consequent reduction in deposit liabilities. It was unexpectedly favorable in the showing of cash, considering the payment of \$2,500,000 to the sub-treasury on customs payments during the week. The local money market worked still lower to-day, but demand sterling advanced a significant fraction and London discounts were also harder. Sterling exchange at continental centers also rose sharply, leading to the note of alarm founded by the weekly English financial publications over the immediate future of the London money market.

The week in Wall street had offered evidences that an eager speculative tunity to embark on the long side of the market. There is evidence also that a large portion of the continent was not possessed of abundant funds and the continued tightness of the money market and the successful machinations of the bears have checked the bullish enthusiasm, wiped out margins and caused a considerable amount of speculative liquidation. A number of individual stocks, however, have shown aggressive strength on large buying and have sustained the general list.

The activity of the market for call loans on the stock exchange, even at the high rate also indicates confidence in some quarters in the early clearing of the situation. The extended period of the hardness of money after the July 1 period upset the calculations of many observers and last Saturday's bank statement showing surplus reserves down to near \$5,000,000 and lower than since the panic of 1893, caused something like alarm.

There were large orders to sell at the opening on Monday, as it was certain that any loans would be called to reduce deposit accounts in the banks that were below their legal reserve limit. The acute phase of the Transvaal situation interfered with values abroad and so emphasized the money stringency in all foreign countries, with the result that London offered large amounts of stocks for sale in New York. Finally there was acute weakness in New York Traction stocks on fears of a strike and in People's Gas on reported plans for an opposition plant. The combined effect was a violent break in prices through most of the list and active selling movement.

The almost complete recovery on the following day on only two-thirds the volume of Monday's business demonstrated that the precipitate selling had been well absorbed and the amount of stock on sale greatly diminished. The technical position of the market was thus much strengthened by the shaking out of weak holders. It came to be better understood that Saturday's bank statement, being based on averages of the totals for each day in the preceding week, did not fairly reflect the actual condition of the banks on Friday.

It was made. At the same time it became known that some heavy large loans, made on account of an organization of the tube industry and to the New York city government pending its sale of new bonds had been liquidated and that funds disbursed on July 1 for dividends and interest were coming back into accounts of New York banks. But the relief afforded on this account gave way to renewed uneasiness when it was perceived that the rate for demand sterling was hardening as the local rate for money became easier. It was feared that the urgent needs of the market would cause a further drain of gold from New York and keep the local money rate high for a considerable time to come. The downward tendency of long sterling under offerings of futures against merchandise shipments partly answered the fears on this score.

The bond market was moderately active and rather irregular, the southern railroad issues moving up in sympathy with the strength of the stocks.

U. S. 2s and 4s registered have declined ¼¢ in the bid price.

STOCKS AND BOND QUOTATIONS.

U. S. 2s reg.	101½	Pittsburgh	184
U. S. 3s reg.	108½	Reading	20½
U. S. 4s reg.	109½	Rock Island	117
U. S. 5s reg.	110½	St. Paul	131½
U. S. 6s reg.	111½	St. Louis	117
U. S. 7s reg.	112½	St. Paul & Northern	117
U. S. 8s reg.	113½	St. Paul & Northern	117
U. S. 9s reg.	114½	St. Paul & Northern	117
U. S. 10s reg.	115½	St. Paul & Northern	117
U. S. 11s reg.	116½	St. Paul & Northern	117
U. S. 12s reg.	117½	St. Paul & Northern	117
U. S. 13s reg.	118½	St. Paul & Northern	117
U. S. 14s reg.	119½	St. Paul & Northern	117
U. S. 15s reg.	120½	St. Paul & Northern	117
U. S. 16s reg.	121½	St. Paul & Northern	117
U. S. 17s reg.	122½	St. Paul & Northern	117
U. S. 18s reg.	123½	St. Paul & Northern	117
U. S. 19s reg.	124½	St. Paul & Northern	117
U. S. 20s reg.	125½	St. Paul & Northern	117

STEEL AND TIN QUOTATIONS.

The following quotations for National Steel stocks and American Tin Plate are furnished by Simpson & Tatum, City Bank Building:

National Steel Co. pre.	81
National Steel Co. com.	81
American Tin Plate pre.	37
American Tin Plate com.	37

Broadstuffs and Provisions.

CHICAGO.—Lack of cash demand and favorable weather, with heavy receipts, caused a decline in wheat to-day, September closing about ¼¢ under yesterday at 72½¢. Corn and oats closed fractionally lower. Provisions lost 5¢ 12½¢ on heavy hog receipts.

Wheat opened with a show of firmness ¼¢ higher at 73½¢ on September. The upward impulse was due to buying by traders upon reports of too much rain in the west and northwest for the prosecution of harvesting. This report failed early, and after selling at 73½¢ 73½¢ September started on a decline from which there was no rally. The small amount of speculative business done by scalpers in the main kept the range within ¼¢. Cables were indifferent and receipts were heavy. Bears were to-day recruited from the bull ranks. The wet weather was principally in the winter wheat belt, but receipts were heavy enough to check buying. The cash market was quiet. The northwest sold wheat in the local market, talked fine weather and agreed in the general expectation of an increase in the visible supply.

Receipts at primary points were 746,717 bushels, against 556,510 bushels last year. Northwest receipts were 611 cars, as compared with 366 cars a week ago, and 64 cars a year ago. Local receipts were 54 cars, 8 of which were contract grade. Prospects of a large increase in the visible supply helped the short sellers. Duluth reported the country move-

ment to be on the increase. September sold down steadily to 74½¢ and closed at 74½¢.

There was considerable selling of September corn, which opened at 44½¢ 44½¢, a shade over yesterday. The market turned with wheat, and on the general opinion that rains in the corn belt were favorable to crops. On rumors of liberal deliveries to be made after the close the market sold off steadily to the close. Receipts were 433 cars. September sold off to 33½¢ 33½¢, and closed at 33½¢.

Oats were firm and ¼¢ higher at the opening, but declined with the break in corn and wheat. There was a fair demand for cash. The first car of new oats received this year came to-day. It classed as "no grade." September sold between 30½¢ and 30½¢, and closed a shade lower at 30½¢.

The heavy run of hogs caused a drop in provisions. September pork dropped off 12½¢, closing at \$9 10½¢ 12½¢; lard declined 7½¢, September closing at \$5 45; September ribs declined 5¢, closing at \$5 15.

Estimated receipts Monday:

Wheat, 70 cars; corn, 450 cars; oats, 180 cars; hogs, 45,000 head.

The leading futures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Wheat, No. 2.	72½	72½	71½	71½
Sept.	72½	72½	71½	71½
Dec.	73½	73½	72½	72½
Corn, No. 2.	34½	34½	33½	33½
Sept.	34½	34½	33½	33½
Dec.	35½	35½	34½	34½
Oats, No. 2.	24½	24½	24	24
Sept.	24½	24½	24	24
May	25½	25½	25	25
Mess Pork.	\$9 15	\$9 20	\$9 10	\$9 12½
Oct.	9 15	9 20	9 12½	9 12½
Lard.	5 30	5 30	5 25	5 25
Sept.	5 30	5 30	5 25	5 25
Short Hibs.	5 55	5 55	5 50	5 50
Sept.	5 55	5 55	5 50	5 50
Oct.	5 55	5 55	5 50	5 50

Cash quotations were as follows:

Flour—Steady; patents, \$5 00¢ 60¢; straight, \$3 00¢ 30¢; clear, \$3 00¢ 15¢; spring wheat specials, \$4 35¢; hard patents, \$3 60¢ 70¢; soft patents, \$3 00¢ 40¢; straight Minnesota, \$3 00¢ 30¢; bakers', \$3 00¢ 45¢.

Wheat—No. 2, 73½¢; No. 3 spring, 71¢ 71½¢; No. 2 red, 73½¢ 74½¢; No. 2 yellow, 74½¢; No. 3 white, 73½¢ 74½¢; No. 2 white, 23½¢; No. 3 white, 25½¢ 27½¢.

Rye—No. 2, 57¢.

Flaxseed—No. 1, 95½¢; northwestern, 92½¢.

Timothy seed—Prime, \$3 45¢ 50¢.

Mess pork, per barrel, \$3 50¢ 60¢; lard per 100 pounds, \$5 25¢ 37½¢; short ribs, (boxed), \$5 00¢ 51¢; short clear sides, (boxed), \$5 25¢ 40¢.

Whiskey—Distillers' finished goods, per gallon, \$1 26¢.

Clover—Contract grade, \$5 50¢ 75¢.

Butter—Creameries, 13½¢ 17½¢; dairies, 11¢ 15½¢.

Cheese—Steady, at 8½¢ 9¢.

Eggs—Firm; fresh, 12¢.

NEW YORK—Flour quiet and easier; Minnesota patent \$3 55¢ 40¢; do bakers' \$3 00¢ 30¢; winter patents \$3 75¢ 40¢; do straight \$3 40¢ 35¢; do extras \$2 45¢ 25¢; do low grades \$2 45¢ 25¢.

Barley malt quiet; western 57¢ 58¢.

Wheat, spot dull; No. 1 red at 74½¢ f. o. b. afloat spot; No. 1 northern Duluth 80½¢ f. o. b. afloat spot; No. 2 red 74½¢ elevator; options opened steady and closed at 74½¢; No. 3 white 73½¢; No. 2 yellow 74½¢; No. 3 white 73½¢; No. 2 white 23½¢; No. 3 white 25½¢ 27½¢.

Hay quiet; shipping 55¢ 60¢; good to choice 75¢ 85¢.

Hops quiet; state, common to choice, 1898 crop, 66¢ 70¢; 1899, 110¢ 130¢; 1900, 110¢ 130¢; 1901, 110¢ 130¢; 1902, 110¢ 130¢; 1903, 110¢ 130¢; 1904, 110¢ 130¢; 1905, 110¢ 130¢; 1906, 110¢ 130¢; 1907, 110¢ 130¢; 1908, 110¢ 130¢; 1909, 110¢ 130¢; 1910, 110¢ 130¢; 1911, 110¢ 130¢; 1912, 110¢ 130¢; 1913, 110¢ 130¢; 1914, 110¢ 130¢; 1915, 110¢ 130¢; 1916, 110¢ 130¢; 1917, 110¢ 130¢; 1918, 110¢ 130¢; 1919, 110¢ 130¢; 1920, 110¢ 130¢; 1921, 110¢ 130¢; 1922, 110¢ 130¢; 1923, 110¢ 130¢; 1924, 110¢ 130¢; 1925, 110¢ 130¢; 1926, 110¢ 130¢; 1927, 110¢ 130¢; 1928, 110¢ 130¢; 1929, 110¢ 130¢; 1930, 110¢ 130¢; 1931, 110¢ 130¢; 1932, 110¢ 130¢; 1933, 110¢ 130¢; 1934, 110¢ 130¢; 1935, 110¢ 130¢; 1936, 110¢ 130¢; 1937, 110¢ 130¢; 1938, 110¢ 130¢; 1939, 110¢ 130¢; 1940, 110¢ 130¢; 1941, 110¢ 130¢; 1942, 110¢ 130¢; 1943, 110¢ 130¢; 1944, 110¢ 130¢; 1945, 110¢ 130¢; 1946, 110¢ 130¢; 1947, 110¢ 130¢; 1948, 110¢ 130¢; 1949, 110¢ 130¢; 1950, 110¢ 130¢; 1951, 110¢ 130¢; 1952, 110¢ 130¢; 1953, 110¢ 130¢; 1954, 110¢ 130¢; 1955, 110¢ 130¢; 1956, 110¢ 130¢; 1957, 110¢ 130¢; 1958, 110¢ 130¢; 1959, 110¢ 130¢; 1960, 110¢ 130¢; 1961, 110¢ 130¢; 1962, 110¢ 130¢; 1963, 110¢ 130¢; 1964, 110¢ 130¢; 1965, 110¢ 130¢; 1966, 110¢ 130¢; 1967, 110¢ 130¢; 1968, 110¢ 130¢; 1969, 110¢ 130¢; 1970, 110¢ 130¢; 1971, 110¢ 130¢; 1972, 110¢ 130¢; 1973, 110¢ 130¢; 1974, 110¢ 130¢; 1975, 110¢ 130¢; 1976, 110¢ 130¢; 1977, 110¢ 130¢; 1978, 110¢ 130¢; 1979, 110¢ 130¢; 1980, 110¢ 130¢; 1981, 110¢ 130¢; 1982, 110¢ 130¢; 1983, 110¢ 130¢; 1984, 110¢ 130¢; 1985, 110¢ 130¢; 1986, 110¢ 130¢; 1987, 110¢ 130¢; 1988, 110¢ 130¢; 1989, 110¢ 130¢; 1990, 110¢ 130¢; 1991, 110¢ 130¢; 1992, 110¢ 130¢; 1993, 110¢ 130¢; 1994, 110¢ 130¢; 1995, 110¢ 130¢; 1996, 110¢ 130¢; 1997, 110¢ 130¢; 1998, 110¢ 130¢; 1999, 110¢ 130¢; 2000, 110¢ 130¢; 2001, 110¢ 130¢; 2002, 110¢ 130¢; 2003, 110¢ 130¢; 2004, 110¢ 130¢; 2005, 110¢ 130¢; 2006, 110¢ 130¢; 2007, 110¢ 130¢; 2008, 110¢ 130¢; 2009, 110¢ 130¢; 2010, 110¢ 130¢; 2011, 110¢ 130¢; 2012, 110¢ 130¢; 2013, 110¢ 130¢; 2014, 110¢ 130¢; 2015, 110¢ 130¢; 2016, 110¢ 130¢; 2017, 110¢ 130¢; 2018, 110¢ 130¢; 2019, 110¢ 130¢; 2020, 110¢ 130¢; 2021, 110¢ 130¢; 2022, 110¢ 130¢; 2023, 110¢ 130¢; 2024, 110¢ 130¢; 2025, 110¢ 130¢; 2026, 110¢ 130¢; 2027, 110¢ 130¢; 2028, 110¢ 130¢; 2029, 110¢ 130¢; 2030, 110¢ 130¢; 2031, 110¢ 130¢; 2032, 110¢ 130¢; 2033, 110¢ 130¢; 2034, 110¢ 130¢; 2035, 110¢ 130¢; 2036, 110¢ 130¢; 2037, 110¢ 130¢; 2038, 110¢ 130¢; 2039, 110¢ 130¢; 2040, 110¢ 130¢; 2041, 110¢ 130¢; 2042, 110¢ 130¢; 2043, 110¢ 130¢; 2044, 110¢ 130¢; 2045, 110¢ 130¢; 2046, 110¢ 130¢; 2047, 110¢ 130¢; 2048, 110¢ 130¢; 2049, 110¢ 130¢; 2050, 110¢ 130¢; 2051, 110¢ 130¢; 2052, 110¢ 130¢; 2053, 110¢ 130¢; 2054, 110¢ 130¢; 2055, 110¢ 130¢; 2056, 110¢ 130¢; 2057, 110¢ 130¢; 2058, 110¢ 130¢; 2059, 110¢ 130¢; 2060, 110¢ 130¢; 2061, 110¢ 130¢; 2062, 110¢ 130¢; 2063, 110¢ 130¢; 2064, 110¢ 130¢; 2065, 110¢ 130¢; 2066, 110¢ 130¢; 2067, 110¢ 130¢; 2068, 110¢ 130¢; 2069, 110¢ 130¢;